

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8267.

WEDNESDAY, JULY 27, 1910.

WEDNESDAY, JULY 27, 1910.

三拜禮

號七廿月七英曆

55 PER ANNUM. SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000
SILVER \$15,000,000
GOLD \$15,000,000
RESERVE LIABILITY OF PROPORTION \$15,000,000

COURT OF DIRECTORS:
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Hongkong—J. R. M. SMITH.
MANAGER:
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LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
N. J. STABB,
Acting Chief Manager.
Hongkong, 19th July, 1910. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,000,000
RESERVE FUND \$1,000,000
RESERVE LIABILITIES OF PROPORTION \$1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per Cent. per Annum on the daily balance.
On Fixed Deposits for 12 months, 4 per Cent.
WM. DICKSON,
Manager.
Hongkong, 26th April, 1910. [21]

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS Yen 15,250,000

Head Office—YOKOHAMA.

Branches and Agents:
TOKIO, HANKOW, TIENTSIN, PEKIN, NEWHONGWANG, DALNY, PORT ARTHUR, ANTUNG, LIOYANG, MUKDEN, TIE-LING, CHANG-CHUN, SHANGHAI, OHANG-CHUN.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 1 per Cent. per Annum on the daily balance.
On Fixed deposit:
For 3 months, 3 per Cent. p.a.
For 6 months, 3 per Cent. p.a.
For 12 months, 4 per Cent. p.a.
TAKAO TAKAMIGI,
Manager.
Hongkong, 12th March, 1910. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tails 7,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Frankfurt
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. M. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
J. KULLMANN,
Acting Manager.
Hongkong, 2d March, 1910. [19]

Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 1 per Cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 1 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Acting Chief Manager.

Hongkong, 18th July, 1910. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$25,000,000
ABOUT GOLD \$7,500,000
RESERVE FUND GOLD \$25,000,000
ABOUT GOLD \$7,500,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEMERE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTRY BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 1 per Cent. per annum on the daily balance and accepts Fixed Deposits at the following rates:
For 3 months 4 per Cent. per annum.
For 6 months 4 per Cent. per annum.
For 12 months 4 per Cent. per annum.

No. 9, Queen's Road Central, Hongkong.
N. S. MARSHALL,
Manager.
Hongkong, 30th April, 1910. [19]

Insurance.

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.
O. Stephenson, Esq.,
Lee Yung Su, Esq.,
J. H. McMichael, Esq.,
C. R. Burkill, Esq.,
J. A. Wattle, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Nelli, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Act, England.
Insurance in Force \$37,855,885.00
Assets 8,415,750.00
Income for Year 3,566,559.00
Insurance Fund 8,210,813.00

LEFFERTS KNOX, Esq., Hongkong, District Manager.
B. W. TAPPE, Esq., Canton, Macao and the Philippines, District Secretary.
ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Hunter, Kt., C.M.G.,
T. F. Hough, Esq.,
C. J. Lalor, Esq.,
Hongkong, 16th July 1910. [18]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m., every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 noon Every 15 minutes.
12.00 noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 15 minutes.

NIGHT CARS on Week Days.

Extra cars at 2.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Manager.
Hongkong, 1st April, 1908. [19]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO SAIL ON REMARKS.

LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES. SOMALI, Capt. A. G. Oubit, R.N.R., 28th July } Freight and Passage.

TAKAO, SHANGHAI, PUKOW, HANKOW, TAKU, and MOI. BANCA, Capt. Collyer, 29th July } Freight only.

SHANGHAI, MOI, KOBE, and YOKOHAMA. NUDIA, Capt. F. J. Fox, 29th July } Freight and Passage.

SHANGHAI. DEVANHA, Capt. H. Powell, 4th Aug. } Freight and Passage.

LONDON, &c., via usual Ports. ASSAYE, Capt. Owen Jones, 6th Aug. } See Special Advertisement.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 27th July, 1910. [14]

Intimations.

LANE, CRAWFORD & CO.

SPECIAL VALUE

IN

CEYLON FLANNEL PYJAMAS

AND

AERTEX CELLULAR PYJAMAS

\$5.00 per suit.

LANE, CRAWFORD & CO. [11]

Kupper's Pilsener Beer.

The Leading Beer in the Far East.

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,

Wine & Spirit Merchants.

Hongkong, 27th June, 1910. [13]

Hotels.

TRY

WEISMANN'S PURE FRESH COFFEE.

Roasted and Ground on our Premises Daily.

1/2-lb. and 1-lb. tins.

Hongkong, 20th July, 1910. [149]

HOTEL CRAIGIEBURN.

PLUMET'S GAR, the PEAK, near the TEAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, and 10th, 1910. [10]

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON: MONDAY, 25th July. 8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN. CANTON TO HONGKONG: THURSDAY, 28th July. 8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. FATSHAN 5.15 P.M. KINSHAN. TUESDAY, 26th July. 8.00 A.M. HONAM 8.00 A.M. HEUNGSHAN 10.00 P.M. FATSHAN 5.15 P.M. KINSHAN. WEDNESDAY, 27th July. 8.00 A.M. HEUNGSHAN 8.00 A.M. HONAM 10.00 P.M. KINSHAN 5.15 P.M. FATSHAN. SUNDAY, 31st July. 10.00 P.M. FATSHAN.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI," 1,247 Tons, and "SUI-AN," 1,245 Tons. Departures from Hongkong to Macao on week days at 8 A.M. and at 1 P.M. from the Company's Wing Lok Street Wharf. Departures from Macao to Hongkong on week days at 7.30 A.M. and at 1 P.M.

EXCURSION TO MACAO.

On SUNDAY, the 31st JULY, 1910. The Company's Steamship "SUI-AN," will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M. FARES AS USUAL. By kind permission of Col. Prior and Officers, the Band of the 13th Rajputs under Bandmaster Cook will play during the trip. N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the steamer returning from Macao at 5 P.M. First class fare by steamer leaving at 1 p.m. and returning with excursion steamer at 5 p.m. \$4. Single Fare also \$4. Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI SANG," 457 Tons. Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M. Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 Tons, and "HANNING," 566 Tons. One of the above steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuhow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Linian" and "Sancil." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD., HOTEL MANSIONS, (FIRST FLOOR), opposite the Blake Pier. [15]

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Hongkong, 5th February, 1909. A. F. DAVIES, Manager. [15]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, Proprietor.

N. BEUMENTHAL, Manager.

Telephone 150

Telegrams "Astro."



THE "REMINGTON" TYPEWRITER

Is not the cheapest when purchased, but it is the cheapest in the long run, as it is proved by the fact that the number of Remingtons sold annually is vastly greater than that of any other make. It has always been and is to-day the recognized leader among writing machines. It does the best work and keeps doing it for the longest time.

CAUTION.—Beware of skillfully renovated old Remingtons, sometimes put up in original packing, which are on the market just now. They are offered at low prices and seem new, but in reality quite worn out and valueless.

SOLE AGENTS FOR HONGKONG AND CANTON: STEWART & CO., (Machinery Dept.) [16]

Intimation.

Powell's
Alexandra
Buildings.ARE
PRODUCERS
OF

THE MOST
UP-TO-DATE
TIME AND
LABOUR-SAVING
DEVICES
IN
MODERN
OFFICE
FITTING
FILING
CABINETS.

With nests of
drawers

SUITABLE FOR
Every Description
of
NUMERICAL

and

ALPHABETICAL
FILING

DESKS,

CHAIRS,

TABLES,

BOOKCASES,

CUPBOARDS, &c.

PARTICULARS ON APPLICAT.ON.

WM. POWELL,
LTD.
HONGKONG.

Hongkong, 27th June, 1910.

Intimations.

All applications for Shares should be sent to the Chartered Bank of India, Australia and China before the 31st day of JULY, 1910.

PROSPECTUS
OF
THE MERBUK RUBBER
COMPANY, LIMITED
(INCORPORATED UNDER THE COMPANIES ORDINANCES
OF HONGKONG).

CAPITAL.

The Capital of the Company will be £50,000 divided into 50,000 Shares of £1 each (at exchange 1/6s. 9). The Directors intend to issue, for the present, only 50,000 Shares of which 10,000 will be allotted to the Vendors in part payment of the purchase money, 10,000 will be reserved for private subscription and the remaining 30,000 will be offered to the public. Tels 5 to be paid on application and Tels 4 on allotment.

Directors:

JOHN DUNT CLARK
HERBERT EDMUND RAILTON
ROBERT BRADSHAW MOORHEAD
FRANCIS ELLIS
KOO DE SAN

Bankers:

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Solicitors:

ELLIS, HAYS & GODFREY.

Auditors:

G. H. & N. THOMSON, Chartered Accountants.

General Managers and Secretaries:
Messrs. MOORHEAD & HALSE.

PROSPECTUS.

OBJECT OF COMPANY.—The Merbuk Rubber Company is about to be formed with the object, which will in due course appear in the Memorandum of Association, viz. to purchase and acquire the valuable property known as the Bukit Topah Estate situated in the Division of Kuala Muda in the South-western portion of the State of Kedah in the Malay Peninsula and to develop and work the same as a Rubber and Coconut Plantation.

LOCATION AND ACCESSIBILITY.—The State of Kedah is under British protection and has all the advantages accruing from the presence of a British Resident.

The Bukit Topah Estate, which is hereinafter called "the Merbuk Estate," is situated two miles from the town of Semeling in Kedah, with which place it is connected by an excellent Government Road. Semeling itself, with a convenient Post and Telegraph Office, lies on the river Merbuk, by which daily communication with Penang is had by launch. On the Southern boundary lies the well-known and productive Sungai Batu Estate. It will thus be seen that the Estate not only is situated in a famous rubber-producing district but enjoys peculiar facilities both for communication and transport.

EXPERT'S REPORT.—The property has been visited and reported upon by Mr. R. G. Palmer, visiting agent of the British, Alor Pong and Arundel estates and formerly manager of the British estates and by Mr. J. Xavier, manager of the Victoria Estate and late Government Bailiff.

TENURE AND TITLE.—The property is held on a lease in perpetuity, which is now of long standing, and the title (which the Directors are advised is perfectly in order) to the entire property is covered by three separate documents or grants, notoriably certified copies of which can be inspected at the offices of the Company's Solicitors.

AREA.—The area comprises 4,000 Acres of Orangs, equal to 2,880 Acres.

SOIL.—For the most part this consists of a reddish clay, mixed with sand; it is very friable and easily worked and is particularly adapted for Rubber and Coconut cultivation.

RENTAL.—The annual rent on 400 Orangs is 50 cents per Orang and 25 cents (Singapore Currency) per Orang on 3,600 Orangs, which will be noticed, comprises very favourably indeed with the 54.00 per acre which many estates in the F.M.S. will shortly be paying.

CONDITION OF ESTATE.—Excepting 400 Orangs of hilly land under virgin jungle, practically the whole estate is opened up and has once been under cultivation. Where cultivation has been suspended for some time, patches of tall grass have grown, but for the most part, these areas have come up in grass and weeds which can very easily be got rid of.

DRAINAGE.—The land is mostly undulating and requires little drainage. At the time of the expert's visit, although heavy rain had been falling for two days in succession, he nevertheless remarks that there was no water anywhere in the field. A hill stream of excellent water, which is a great consideration in the manufacture of rubber, besides ensuring good drinking water to the labour force, flows rapidly through the estate.

LABOUR.—At present there are about 100 coolies on the Estate, but the expert states that a large force is easily procurable in the immediate neighbourhood.

BUILDINGS.—The buildings on the Estate consist of a Tapioca factory, which is partly roofed with corrugated iron and partly with atap, also two Chinese Kongs houses, twenty atap coolie lines and a godown. The factory should prove useful later on as a rubber-drying shed.

SUNDRIES.—These figure at 20 carts, 30 buffaloes, and 12 bullocks.

CULTIVATION.—The expert relies on the figures supplied by the present manager, the correctness of which he accepts from appearance. A census of the trees has since been taken by Mr. Xavier the manager of the Victoria Estate and the Government Bailiff, confirming the correctness of the estimate, from which the following particulars are taken:—

TARA RUBBER.

7,875 Trees	3 years old.
5,115 "	" "
5,312 "	" "
10,015 "	" "
7,711 "	Four months old in nursery.

COCONUTS.

30,569 Trees.	
100 Trees	11 years old.
7,015 "	" "
10,100 "	" "
8,050 "	" "
14,017 "	" "
7,000 "	recently planted.
41,474 Trees.	

GENERAL.—The Para trees are mentioned as looking healthy and showing average growth. The younger coconuts look healthy though somewhat retrained, whereas the 4 years old trees are mentioned as being exceptionally good, as some of them are already in flower. The 101 trees are reported to be bearing profusely, thus affording reliable proof of the excellence of the soil.

The expert advises that the Tapioca fields be planted with rubber as soon as possible, as they are mostly cleared, and he observes that an energetic manager should be able to plant up 600 to 700 Acres inside twelve months at a comparatively small cost.

FIN.—The expert also states as follows:—"I feel pretty certain there is Tin on a portion of the land which it is proposed to acquire, and it will be a question for further consideration whether boring should be attempted. If Tin should be found to exist, same would materially enhance the value of the property."

Mr. R. G. Palmer makes the following valuations:—

VALUATIONS.—28,000 Para Trees planted 20 x 20 = 180 Acres	£18,000
40,000 Coconuts " 40 x 4 = 600 "	9,000
1,500 Acres cleared land at £5	7,500
288 Acres jungle at £1	288
Buildings, Live stock, etc.	500
	£35,288

£11,864 at Ex. 2/4 equals £307,405

The small balance of 12 Acres is utilized for buildings, road, etc.
REVENUE.—With an additional 600 Acres planted within the first year with 65,470 Trees 20 x 20 the following output of rubber may be expected:—

1912	7,000 lbs.
1913	17,000 "
1914	29,000 "
1915	51,000 "
1916	140,000 "
1917	129,000 "
	435,000 lbs.

Coconut cultivation forms an excellent second string to the growing of rubber, and when in full bearing, may confidently be reckoned upon to return a profit of £8 to £10 per Acre. The trees come into full bearing when they are between 5 and 6 years old. At this estate, comprises 800 Acres of Coconuts a steady profit from these of £6,400 annually may be looked for in due course.

TEXT OF NEW DECLARATION.

SIMPLE AFFIRMATION OF PROTESTANTISM.

The Prime Minister's Bill for the modification of the Sovereign's Declaration of Faith was introduced on the 25th ult. and passed its first reading.

The declaration proposed to be made by the Bill is as follows:—

I do solemnly and sincerely, in the presence of God, profess, testify, and declare, that I am a faithful member of the Protestant Reformed Church by law established in England, and that I will, according to the true intent of the enactments which secure the Protestant succession to the Throne of My Realm, uphold and maintain the said enactments to the best of my powers according to law.

The declaration hitherto made by the King is as follows:—

I do solemnly and sincerely, in the presence of God, profess, testify, and declare, that I do believe that in the Sacrament of the Lord's Supper there is not any transubstantiation of the elements of bread and wine into the body and blood of Christ at or after the consecration thereof by any person whatsoever, and that the invocation or adoration of the Virgin Mary, or any other saint, and the sacrifice of the Mass as they are now used in the Church of Rome are superstitious and idolatrous; and I do solemnly, in the presence of God, profess, testify, and declare that I do make this declaration and every part thereof, in the plain and ordinary sense of the words read unto me as they are commonly understood by English Protestants, without any evasion, equivocation, or mental reservation whatsoever, and without any dispensation already granted me for this purpose by the Pope or any other authority or person whatsoever, or without any hope of any such dispensation from any person or authority whatsoever, or without thinking that I am or can be acquitted before God or man or absolved of this declaration, or any part thereof, although the Pope or any other person or persons whatsoever should dispense with or annul the same, or declare that it was null and void from the beginning.

THE PREMIER'S SPEECH.

The Premier's speech, in moving the Bill, was a lucid examination of the plain, practical facts of the situation, and of what he conceived to be the needs of modern times.

The Prime Minister in the early part of his speech expressed the hope that the Bill would be regarded as non-controversial in its character. Briefly and comprehensively he traced the history of the Declaration which, as he pointed out, at its inception and for many years afterwards had nothing whatever to do with the accession to the Throne—and indeed, the Sovereign was not required to make it.

It came into existence in 1678, when Parliament and the great mass of the population of the country was in a state almost of panic in consequence of the revelations or supposed revelations of the ramifications of the Popish plot. It was described as "an Act for the more effectual preserving of the King's person and Government by disabling Papists from sitting in either House."

The extension of the Declaration to the Crown itself did not take place until the Bill of Rights. In 1700 it was necessary to provide for succession to the Throne, and the Declaration originally framed to protect the Crown from evil counsellors became extended to the Crown itself, and remained obligatory on the Crown after other persons had been relieved of it.

KING EDWARD'S WISH.

The Premier took the somewhat unusual step of quoting the opinion of the late King. He said it was well known that King Edward VII. found it a most repugnant duty to have to utter this formula directed against so many of his loyal subjects.

After explaining the change proposed to be made as given above, Mr. Asquith contended that while these words could not give offence to the Roman Catholics, from a Protestant point of view they carried them to the whole length that

they required. He appealed to the House not to indulge in any acrimonious discussion until there had been an opportunity for the new declaration to be studied in black and white in the printed Bill; and then there would be ample time for debate on the second reading.

MR. BALFOUR'S APPEAL.

Mr. Balfour joined in the appeal to the House to defer the inevitable debate until the House and the country had had an opportunity of considering the change the Government were bringing about. But in the few remarks which he added Mr. Balfour indicated his own line of thought on the subject. He reminded the House that an enormous change had taken place in the conditions of the Sovereign's rule. The Sovereign had now for his subjects diverse races of different religions. He asked what possible danger to the Protestant religion was involved in consulting the susceptibilities of the King's loyal subjects, and contended that the change ought to be made if they could absolutely safeguard that Protestant succession.

Mr. Willie Redmond accepted the situation wholeheartedly. By a majority of 383 to 42, leave was given to bring in the Bill and read it a first time. With this enormous majority to support him, the Prime Minister brought his Bill to the table.

TANSAI.

AT THE ANGLO-JAPANESE EXHIBITION.

A cablegram has been received at the head office of the Clifford-Wilkinson Tansai Mineral Water Co., Ltd., stating that "Tansai Water" has been awarded a gold medal by the judges of the Anglo-Japanese Exhibition. Seeing that this local natural mineral water has had to compete against many German and Austrian waters, the success thus won by Tansai is very noteworthy, and we heartily congratulate the company and every one connected with the works at Takaradake. Mr. Clifford-Wilkinson's long and arduous up-hill struggle to win a world-wide demand for Tansai seems at last to be meeting with its due reward. It is no small credit to the company that they are able to have the Water transported by steamers all the way to Europe, passing through, as it necessarily must pass through, several variations of climate, and deliver it on the London market in tip-top condition.—Kobe Herald.

Intimations.

F. BLACKHEAD & Co.,
SHIP-OWNERS, SAILMAKERS
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
PAINT, HARTMANN'S GREY PAINT
DAILERS PATENT MOTOR
LAUNCHES.

SOLE AGENTS FOR
FERGUSON'S SPECIAL CREAM
and
P. & C. SPECIAL LIQUOR SOOTHY
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 16th March, 1910.

PURCHASE PRICE.—The vendor has agreed to accept £31,500 of which £10,000 will be accepted in shares and the balance £21,500 in cash. An offer was made to the original owner to buy up his entire interest at a premium of 25 per cent, but refused by him, this fact will, it is hoped, serve as some assurance to intending subscribers of the value of the property in the opinion of the original owner.

PRELIMINARY EXPENSES.—The vendor pays all preliminary expenses including the cost of reporting on the estate, and guarantees to transfer the estate to the Company free from encumbrances. No promotion fees will be paid by the Company, but in case of any shares being underwritten the commission on such underwriting will be strictly limited to 5 per cent.

CONTRACTS.—A preliminary contract was entered into between W. Brandt, Esq. (the vendor) of the one part and John Hays on behalf of the Company of the other part for the sale and purchase of the estate, copies of Mr. R. G. Palmer's report, and Mr. Xavier's report, notoriably certified copies of the title deeds pertaining to the estate and the Purchase Agreement may be inspected at the office of Messrs. Ellis, Hays & Godfrey, 3F, Peking Road, and any person applying for shares in the Company, whether making such inspection or not, will be deemed to have notice of their contents. A draft of the proposed Memorandum and Articles of Association has been prepared and can be seen at the office of Messrs. Ellis, Hays & Godfrey.

Having their opinion upon the foregoing facts, the Directors feel sure that the Company is about to commence an undertaking, which should prove extremely lucrative in the near future and have every confidence that, in placing these facts before the public, they are giving them an opportunity of a thoroughly sound investment.

FORM OF APPLICATION FOR SHARES.

(To be retained by Bank).

MESSRS. MOORHEAD & HALSE.

13, YUEN MING-YUEN ROAD,

General Managers and Secretaries.

DEAR SIR,

The undersigned hereby applies for _____ Shares of £1 (Tels nine) each in the MERBOK RUBBER COMPANY, LIMITED, which it is proposed to register as a limited liability Company under the Hongkong Ordinances and deposits herewith Tels _____ being a deposit of Tels 5 per Share. Also I agree to pay the balance of Tels 4.00 per Share as soon as called upon; Shanghai, _____ 1910.

Name (in full) _____
Address _____
Profession or Occupation _____
Date _____
Signature _____

W.B.
All these
must be
filled in
with care.

Hongkong, 26th July, 1910.

Auction.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions to sell by PUBLIC AUCTION,

ON

FRIDAY, the 29th day of July, 1910, at 3 o'clock in the afternoon, at their Sales Rooms, No. 8, Des Vaux Road Central (corner of Ica House Street), Victoria, Hongkong.

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY situate at Victoria aforesaid, viz.: ALL THAT PIECE or PARCEL of GROUND situate at Victoria aforesaid registered in the Land Office as THE REMAINING PORTION OF INLAND LOT No. 388 Together with the messuages thereon known as Nos. 3, 5, 7, 9, 11, 13, 15 and 17, Cross Street, 27, 29, 31 and 33, Sze-na Nallah Lane and 25, 27, 29 and 31, Tai Yuen Street. Area 11,590 square feet. Term 999 years from 16th March, 1855. Apportioned Crown rent \$138.00.

The property is more particularly delineated on a sale plan thereof which can be inspected at the Offices of Messrs. Johnson, Stokes and Master, Solicitors for the Vendor.

For further particulars and conditions of sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Princes Buildings, Ica House Street,
Solicitors for the Vendor,
or to
Messrs. HUGHES & HOUGH,
the Auctioneers.

Hongkong, 19th July, 1910. 1492

Intimations.

CHEONG HING

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURIOS, PORCELAIN, JADESTONE

AND

SILK EMBROIDERIES.

Inspection Solicited.

No. 77, Queen's Road Central.

Hongkong, 12th July, 1910. 1477

■ ■ ■
KWONG FUNG YUEN,
HEAD OFFICE—No. 53, Des Vaux Road West
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS

TO
H.B.M. Naval and Military
Authorities.

HAVE always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yacal, Hardwood, Oregon Spar,
Chinese Spar, Chinese Pine of all descriptions,
Inspection invited to the Yards,
Best Terms,
Quick delivery.

LEUNG TAI,

Managing Director.

Hongkong, 10th January, 1910. 1419

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGON (TARTAN) FORM.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Roux, Jobert, Verneux and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses every thing hitherto employed.

THERAPION No. 1 is a

powerful short time, relieves a few days only, removes all discharge, effectually suppressing infection, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. (Infectious, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief in each case.)

THERAPION No. 2 is a

powerful short time, relieves a few days only, removes all discharge, effectually suppressing infection, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. (Infectious, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief in each case.)

THERAPION No. 3 is a

powerful short time, relieves a few days only, removes all discharge, effectually suppressing infection, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. (Infectious, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief in each case.)

THERAPION No. 4 is a

powerful short time, relieves a few days only, removes all discharge, effectually suppressing infection, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. (Infectious, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief in each case.)

THERAPION No. 5 is a

powerful short time, relieves a few days only, removes all discharge, effectually suppressing infection, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. (Infectious, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief in each case.)

THERAPION No. 6 is a

powerful short time, relieves a few days only, removes all discharge, effectually suppressing infection, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. (Infectious, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief in each case.)

THERAPION No. 7 is a

powerful short time, relieves a few days only, removes all discharge, effectually suppressing infection, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. (Infectious, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief in each case.)

THERAPION No. 8 is a

powerful short time, relieves a few days only, removes all discharge, effectually suppressing infection, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. (Infectious, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief in each case.)

THERAPION No. 9 is a

powerful short time, relieves a few days only, removes all discharge, effectually suppressing infection, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. (Infectious, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief in each case.)

THERAPION No. 10 is a

powerful short time, relieves a few days only, removes all discharge, effectually suppressing infection, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. (Infectious, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief in each case.)

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S
VERY OLD LIQUEUR
SCOTCH
WHISKYA Blend of the Finest Pure Malt
Whiskies distilled in ScotlandGENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG
BRANDGUINNESS' STOUT
in PINTS and SPLITS.A. S. WATSON & CO.
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July 1910.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 27, 1910.

COMFORTS OF THE GARRISON.

In a great Garrison outpost of Empire like Hongkong, it is only natural that the civilian community should take a deep interest in all that pertains to the comforts of our Garrison; all the more so as many Service men do not regard Hongkong as an ideal station to which to be drafted for a spell of years. Especially this is true concerning the women and children of the Garrison, for they have every reason to dread the heats and ills of a Hongkong summer. When, therefore, one learns of any new movement being taken by the Military or Admiralty authorities to improve the living conditions of the Garrison, one can have nothing but commendation to bestow. It is pretty generally known that one of the most serious causes for grumbling amongst all ranks has been that the lighting of the big central barracks is both antiquated and inefficient. For some time, we believe, it had been in the mind of His Excellency the General Officer Commanding the Garrison to rectify as far as possible this unsatisfactory state of affairs by making a clean sweep of the old system of oil lighting in the City barracks and installing electric light. But economical considerations eventually prevailed and the scheme for taking a supply from the mains of the local Electric Company was set on one side as impracticable from the financial point of view. The War Office authorities, apparently, considered the local rates too high to justify a departure from the ancient oil system, in spite of its disadvantages—its inefficiency all the year round, its attendant discomforts in the hot months, and the enhanced charges for insurance of buildings that it involves as compared with the most modern illuminant. Then a well-known officer of the Royal Engineers took in hand the task of finding some way out of the difficulty, and he proposed a scheme for having an independent plant installed at Wellington Barracks, to serve Victoria Barracks and all the outside stations and forts that do not already enjoy the benefits of an electrical supply. This scheme, we believe, was to have made the provision of electric power possible at a fractional rate of that charged locally by the public companies and was so planned that the initial cost would have been wiped off in fifteen years. The advantages of such a scheme, both from a departmental and from an economical point of view, do not require to be dilated upon.

This scheme also, we believe, received the approbation of the local Military authorities; but, when sent home for approval to the War Office, that body again ruled it out of court for alleged reasons of economy. It is difficult to understand such arguments against the adoption of a scheme which on the face of it was both economical and beneficial. Besides doing away with the old unhealthy oil lamp, with its discomforts, it would have been the means of doing away also with the no less unhealthy pukahs with its secretions of dust and germs. However that may be, the War Office again refused to sanction the scheme, and it had to be dropped in consequence. Now, however, we are glad to learn that an arrangement has been made for the supply of electric current to the Victoria and Wellington Barracks from the Admiralty mains, at a cost which even the Home Government cannot cavil at; so that the units of the Garrison quartered in those two important town stations no longer be deprived of that which has almost come to be considered not a luxury but a necessity of everyday European life in Hongkong. Lyceum and St. John's, have their own installations. In due time, no doubt, every other out-station will share with Victoria and Wellington Barracks in the benefits of an electrical supply.

LOCAL AND GENERAL.

THE Siberian mail was delivered in London on 26th inst.

THE Ministry of the Interior at Peking decides to close all opium shops in the capital this year.

THE body of Censor in Peking have conferred together with regard to an impeachment of Viceroy Yao Shu-hsin to ask for his removal.

A NATIVE was awarded six weeks' hard labour at the Magistrate's this morning for stealing a gold chain, two silver cups and a blanket from a European's house at Tim-ta-tai.

MR. F. W. Nish, consulting engineer to the Peking Syndicate, Ltd., returned home by the P.M.S. Korea on Wednesday, after having visited Northern China on a special mission.

THE native bankers in Peking have formed an association ostensibly to assist in carrying out the new currency scheme, but really to oppose the new currency.

JAMES Buchanan, an unemployed seaman, was charged before Mr. E. R. Hallifax at the Magistrate's this morning with the alleged larceny of 50 cents from a money-changer's shop. The case was remanded.

A Szechuan telegram says that the villagers in Meichow have opposed the opium suppression and smashed the Prohibition Office. The Prefect has been dismissed from office owing to his incapacity, and many of the rioters have been arrested.

MR. S. Ramplen Jones, assistant to Messrs Osborne and Chappell, whilst boring on his own land near the Trench mines proved a boye averaging six feet and going 35 caties per cubic yard and averaging from top to bottom 5 vane caties. It is believed he has discovered one of the Trench leads.

ON the voyage out, the saloon passengers of the *Trieste* collected Rs. 500, the deck passengers Rs. 65 and the officers and crew Rs. 250 for the widow of the second engineer of the *Lower Grange*. The *Times* of India has opened a subscription list for the purpose and in a few days it had reached Rs. 5,500.

ACCORDING to a native dispatch the deputies sent by the Ministry of Finance to inspect conditions in regard to poppy plantation have returned to Peking, and reported that in most of the provinces the opium prohibition is carried out in a perfunctory manner, that in many places opium houses are still opened and that the poppy plantation cannot be suppressed without great difficulty.

REPLYING to a deputation in reference to the double income tax paid by companies that have their head-quarters in England, but operate in the Colonies, Mr. Lloyd George, Chancellor of the Exchequer, said that a concession would mean a tremendous inroad on the Treasury. The whole question was whether the Motherland, or the Colony should surrender the tax. Until an arrangement was concluded he thought it hard that England should be asked to surrender her rights.

MEIJI FIRE INSURANCE CO.

ANNUAL REPORT.

The directors' report for the year ending 31st March, 1910, states:—

The premiums collected during the year, after deduction of re-insurances, amount to yen 1,137,689.48.

The losses, after deduction of re-insurances, amount to 1,035,374.766
The balance of the working s/c for the year amounts to 1,475,896.675
Less reserve for unexpired risks at the 31st March, 1910 1,397,300.000

Net profit of the year 80,596.675

The directors recommend the sum of yen 80,596.675 to be appropriated in the following manner:—

Dividend of 20% to shareholders 50,000.000
Bonus to directors and auditors 5,200.000
To reserve fund 25,396.675
80,596.675

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate General to-day:—

Cyclone of Typhoon E. of Naha moving N.W.

THE MACAO PIRATES.

A TERRITORIAL QUESTION.

Peking, July 25.

An interesting situation has arisen in connection with the Kowloon incident which, otherwise, is closed. The Chinese expect that forty pirates who have been captured on the island of Kowloon will be handed over to them, on the ground that they were apprehended in Chinese territory and that the kidnapping of the twenty rescued Chinese, which provoked the incident, occurred in China.

It appears that Chinese gun-boats offered to co-operate with the Portuguese, but the latter refused in view of the territorial dispute, and of the fact that hitherto the Portuguese have policed Kowloon. The relations of China and Portugal are, however, most friendly.

CONFERENCE AT PEKING.

According to Chinese dispatches Prince Tsai Hsin recently proceeded to examine the works on the Imperial mausolea and Admiral Sah urged his return to confer with him on the Kowloon affair. The admiral telegraphed an order to Taitai Wei and in Canton to deal with the situation. It is also stated that the President and Vice-Presidents of the War Ministry, Prince Yu Lang and Admiral Sah have held close conferences on the affair, and the latter fearing that the Chinese men-of-war may resort to hostilities, proposed to proceed to the spot himself and cope with the situation.—N. C. D. News.

ALGIERS OF THE EAST.

It appears that the Monte Carlo of the East is ambitious to shine also as the Algiers of the East, as Algiers was in the good old days before Lord Exmouth put an end to one branch of its activities. There has been a good deal of complaining and cavilling against China on account of the operations of pirates on the West River, and a good deal of capital has been made out of the fact that China had been unable to suppress this scourge, which was said to be destroying the commerce of the river. We have before recorded the placing of four new river gunboats on the waters of the Canton Delta in order to cope with this evil, but the difficulties with which the Chinese Government has to cope have never been realized until this week, when it transpires that the principal NEST OF PIRATES AND DESPERADOS.

Claims foreign protection, being domiciled on the island of Colowan, one of the small group which together with Macao itself forms the Portuguese Colony. The strength of this band of desperados may be gauged from the fact that for a week the Portuguese authorities have been bombarding the stronghold and only succeeded in dislodging them after hand to hand fighting and the loss of quite a number of lives on the Government side. It is scarcely to be wondered at that the Canton authorities have had difficulty in suppressing piracy when the pirates could claim foreign protection. It is not difficult to imagine what

A TERRIBLE HULLABALOO there would have been if a Chinese river gunboat had fired on a pirate junk bailing from Colowan. How quickly a pirate junk may revert to the status of a peaceful and innocent cargo boat there is no need to tell, and a single shot fired on such gentle craft would be sufficient to cause angry protests from the Portuguese authorities, to be sent to Peking, with demands for the dismissal of the Canton Viceroy.—National Review.

CANTON DAY BY DAY.

SUNNING RAILWAY.

[From Our Own Correspondent.]

Canton, 25th July.
The work on the extension of the Sunning Railway from the marketplace of Kuang Yick Fau to the district city of Sanui is advanced with great progress and it will be completed in a few months from now. On the other hand, the Sunning Railway Company was in receipt of a telegraphic reply to its petition, from the Ministry of Posts and Communications, granting the Company permission to extend the line still further to Kuangmou from Sanui city.

CHEAP RICE.

The proceeds realised from the distribution of cheap rice in Canton on the 22nd instant were as follows:—Eastern Shed, \$1,776.507 Western Shed, \$1,764.901 Honam Shed, \$1,870 and Wengshu Shed, \$1,450. In addition to the above figures about \$8,000 worth of rice was sold to the villagers who came to Canton from the neighbourhood to obtain the supply of the daily commodity on that day.

INDUSTRIAL INSTITUTE.

26th July.

The newly organised Industrial Institute in Canton has now its office on the premises of the Canton Chamber of Commerce. On Sunday last the opening ceremony of the Institute was held; and there were present the Taoist, of Constabulary, Lau Wing Tin, and the Taoist for the Development of Native Industries, Chan Moog Tsang, and many other officials. The officials delivered interesting and encouraging addresses concluding with sincere hopes for the success of the Institute.

At the request of the Commander-in-Chief of the Land Forces, Chua Ping Chit, Admiral Li Chou has detached one of his motor launches to Weichow district to be stationed there permanently for service in the inland waters.

CHEAP RICE.

The proceeds realised from the distribution of cheap rice in Canton during the two days on the 23rd and 24th instant were as follows:—23rd instant: Eastern Shed, 2,342.701 Western Shed, \$1,578.701 Wengshu Shed, \$1,750 and Honam Shed, \$1,800. 24th instant: Eastern Shed, \$1,793.601 Western Shed, \$1,615.401 Wengshu Shed, \$1,947 and Honam Shed, \$1,460. Besides the above figures, a sum of about \$6,000 worth of rice was realised on the 23rd and about \$8,500 on the 24th instant from sales to the villagers.

A NEW LINE-THROWING GUN.

FOR THE HONGKONG LIFE-SAVING VOLUNTEER CORPS.

Fortunately for Hongkong, we have been immune from typhoons for so long that the services of the Sectional Life-saving Volunteer Corps has not once since its formation been called upon to take active part in the work for which its units volunteered when the Corps was organised more than a year ago under Commander C. W. Beckwith, Assistant Harbour Master. True, their organisation had become an accomplished fact before the October typhoon last year, on which occasion, however, their services were not requisitioned. Its non-appearance may have led the public to believe almost that the Corps has ceased to exist, but this is by no means the case. It may also have led people to forget the *modus operandi* followed by the Corps in the case of

A TYPHOON.

occurring. In such case, the Volunteers are summoned to their respective posts by Commander Beckwith. There are three stations situated along the water-front on the Hongkong side—Central, East, and West. At each of these stations on the *Praya* are kept permanent supplies of life-buoys, life-lines and rockets. When need calls, each squad mans its respective apparatus and does its best to assist those imperiled in the Harbour waters.

To the apparatus already at their disposal, we understand that there is about to be added a very important typhoon-fighting weapon in the shape of a

LINE-THROWING HAND GUN.

This gun is of German make and has been introduced to the notice of the Harbour authorities by Messrs. F. Blackhead & Co. It is new to the East, but is in use in every coast-guard station on the German coast, where its excellence as a life-saving agent has been fully demonstrated.

The gun can be used by one man, the shooter putting it to his shoulder as he would an ordinary low-lying piece. Of course, the charge used is a very heavy one, and to counteract this there is a stout rubber cushion attached to the buttend. Round the nose is affixed a ring.

WITH THE LINE ATTACHED.

This ring again is connected with a plate that covers the mouth of the gun. When the gun is discharged, the ring is sent soaring through the air whilst the line pays off itself from a reel. By this means a line can be thrown some 300 or 400 yards, or even more.

When Messrs. Blackhead and Co. first got the gun out from Europe, a test of its powers was made off the Company's launch in the Harbour. Mr. E. Thiel fired the gun, and the line, was sent for a very great distance with perfect accuracy OF FLIGHT.

On the gun being submitted to the Harbour authorities last week, a test of its powers was made over in the New Territory, under the direction of Lieut. Beckwith, and we understand that the results obtained were so good that the Government have decided to adopt it as part of the equipment of the Sectional Life-saving Volunteer Corps.

As already mentioned, the gun has been found to do excellent work on the German coast; and it should, therefore, answer a very useful and humane purpose when employed in the typhoon-stricken waters of Hongkong.

CAMPAIGN TO STAMP OUT CONSUMPTION.

MONEY HELP INVITED FOR GREAT MOVEMENT.

The National Association for the Prevention of Consumption is inaugurating a most important educational campaign against "the Great White Scourge."

So great has been the success of the Traveling Tuberculosis Exhibition, that the council is convinced that the time is now ripe for the prosecution of a more vigorous and widespread educational campaign. With the object of raising funds for such a campaign, a special appeal committee has been appointed, over which the Earl of Derby will preside, and the Duke of Devonshire and Mr. Waldorf Astor will act as joint hon. treasurers. The committee in addition, comprises Miss E. McGaw, Prof. Osler, Regina Professor of Medicine Oxford, Sir Francis Laking, Dr. Arthur Latham, Dr. D. Lawson, Dr. Spitts, Mr. H. L. Woolcombe, Mr. F. W. Wareham, and Mr. C. H. Garland, the last named of whom will be the hon. secretary.

HOW IT WILL BE CARRIED OUT.

The object of the committee is to raise an annual income of £5,000, for the purpose of promoting an educational campaign on the question of the cure and prevention of consumption. This campaign is to be carried out by means of: (1) Travelling tuberculosis exhibitions; (2) Caravans with lantern slides for small towns and villages; (3) Popular lectures; (4) An information bureau for the Press and public; (5) The distribution of literature. The special appeal committee recognises that the war against consumption depends for its ultimate success on the intelligent aid and co-operation of all classes of the community, and will therefore seek to spread its efforts over every class. Appeal is being made for subscriptions of from one penny upwards.

FROM A PENNY UPWARDS.

It is pointed out that £500 will fit out a travelling exhibition; £500 will run such an exhibition for a year; £500 will fit out a caravan exhibition; £500 will run it for a year; £5 will pay for a lecture; £1 will pay for a set of lantern slides; one penny will pay for educational leaflets. Sheets and cards for the penny collection will be issued to persons who will help this great movement, and books of 40 coupons, valued 6d. each, are now being sent out.

At Christmas-time it is intended to issue a special letter-seal of season's greetings, to be sold for the profit of the fund; and artistic postcards, designed by the best known artists of the day, will be issued and sold in packets for the same object.

Subscriptions and donations should be sent to the hon. treasurer, Special Appeal Committee, 20, Leicester.

MILLINERY MATTERS IN THE SUMNER COURT.

FEMININE DISAGREEMENTS DISCUSSED BEFORE THE PUNISH JUDGE.

Before Mr. Justice Hasland, Acting Punish Judge, in the Sumner Court this morning, Miss M. Ross, dress maker, of No. 42, Nathan Road, Kowloon, sued Mrs. M. Piggott to recover the sum of \$15, being amount of balance due for work done and material supplied. Mr. J. H. Gardiner appeared for the plaintiff, while the defendant was not present in Court.

Sergeant Piggott informed the Court that his wife was lying seriously ill at the hospital under medical treatment and could not possibly attend Court.

Mr. Gardiner—But I understood that the man himself was prepared to defend?

His Lordship—How can we go on with the case?

Mr. Piggott—It's a question whether my wife ever had the things she's now charged for.

His Lordship—How do you know that?

Mr. Piggott—Because I was there at the time with my wife.

Mr. Gardiner stated the facts of the case briefly and said that the defendant after ordering some goods complained of misfit and refused to pay for them.

Plaintiff went into the box and stated that she carried on business at No. 42, Nathan Road, Kowloon, under the style of "Le Chic."

On the 14th of March last the defendant came to her shop in the company of her husband and took some goods to the value of about \$2.

She subsequently ordered some blouses and children's clothing. She said that the blouses were not made according to instructions but she took them away with her.

Mr. Piggott—Was the hair-cloth you speak of the remnants of other pieces?

Plaintiff—Yes.

Mr. Piggott informed the Court that when his wife found that the articles did not suit her, she took them away and made them herself.

Plaintiff did not make them except in respect of some lace. Plaintiff charged \$3 for a blouse when the blouse itself was not worth the amount.

His Lordship (To the plaintiff)—He says you did not make them. Is that so?

Plaintiff—No.

Mr. Piggott—My wife took them to pieces and re-modelled them, especially this neck affair (Laughter).

His Lordship—It's impossible to go on with the case until such time as the defendant recovers from her illness, I don't care how long that takes.

Mr. Piggott—Will your Lordship make an order asking the plaintiff to return certain things belonging to my wife?

Mr. Gardiner—We have a lien on the articles, His Lordship—I can't make any order. I'm only concerned with this action.

Mr. Gardiner—Will your Lordship make an order for a doctor's certificate?

Mr. Piggott—Dr. Craig will give you one.

His Lordship—Oh, no, I'll not make an order. I'm quite satisfied as to defendant's illness.

Mr. Gardiner—The defendant might go on being seriously ill indefinitely.

The case was adjourned *sine die*.

A ROYAL ARTILLERY MEMORIAL.

London, July 21.

A memorial service has been held in St. Paul's Cathedral for the officers and men of the Royal Artillery who fell in South Africa. The service was stately and solemn and there was a great military display.

The Duke of Connaught presided an electric button in St. Paul's and unveiled a Memorial in the Mall that King Edward VII had intended to unveil, to mark the gallantry of the Artillery.—N. C. D. News.

FIGHT AT A MEETING OF CHINESE STUDENTS.

A scene of excitement was witnessed at the meeting of Chinese students at the Kinki-kan, Tokyo, on Sunday, the 23rd July. The meeting was called in order to discuss the questions of the Canton-Hankow Railway loan and of the opening of the Parliament. After the chairman, Mr. Yu, delivered an opening address, dwelling upon the object of the meeting one speaker after another appeared upon the platform and stated his opinions. In the meantime, a certain Pao, who is a Peking journalist and a graduate of Waseda University, now on a visit to Tokyo, stood up and began to state his views. He said, or meant to say, that the opening of the Parliament was as necessary as the construction of railways. As he is a stammerer, however, he could not make himself clearly understood by his hearers. The hearers then began to jeer at him and he was compelled to leave the platform without finishing his speech. The chairman, seeing that the audience got noisy, asked them not to disturb the speakers. This advice threw the audience into a fury, and all stood up and made a rush for the chairman and the last speaker. The excited students struck the two with fists and sticks from all sides. The forehead of Mr. Pao was soon seen to bleed and the other also subjected to thousands of blows. Two policemen who were in attendance at the meeting intervened and took care of the two. On the other hand, the Kinki police were called to pacify them and 13 students were examined.

As to the cause of the trouble, it is stated that most of the students had agreed that the Canton-Hankow railway should be constructed as far as that could be done without a foreign loan and that there was no necessity for the earlier opening of the Parliament. But they heard that a representative of the movement for an earlier opening had come here and that he was going to persuade the students to assist in the movement. When Mr. Pao argued for the necessity of the earlier opening of Parliament they thought, therefore, that he and the chairman had been bought by the representative. It is stated, however, that the two were quite misunderstood.—Yokohama Specie.

OPIUM SMUGGLING.

INGENUOUS DEVICE OF CANTONESE WOMEN.

Two weeping women of Canton stood in the dock of the second police court to-day charged with offences against the opium laws of the Settlements, reports the *Strait Times* of 21st inst. They were charged, firstly, with having been in possession of chanda, other than Government chanda; and, secondly, with attempting to export the same. A Kling revenue officer stationed at Borneo Wharf stated that he saw the women boarding the steamer *Haiphong* which runs between this port and Batavia. Their appearance aroused his suspicions and he detained them. On being examined by a female searcher the women were found to have chanda, to the value of \$75; in leather bags tied round their bodies. The accused pleaded guilty but said that the chanda was intended for their aged father who was lying ill in Batavia; they had wanted to send the feed to him by the *Haiphong*. One woman was fined \$200, or one month's rigorous imprisonment, on each count, and the other \$150, or six weeks' rigorous imprisonment, on each count.An ingenious method of smuggling was described in another case against a Cantonese immigrant. A marine police constable, who was on duty at Tanjong Pagar Wharf when the steamer *Booh Sang* arrived from China, observed accused among the passengers who were landing. The policeman reflected that the man had abnormally well-developed calves, but when he examined them he found that their bulk was due to a bundle tied on each, while each bundle was found to contain four tiers of chanda. The value of the stuff was \$51. Accused stated that he brought the chanda from Hongkong, but he did not know he was breaking the law. Despite his ignorance, however, he was convicted of being in possession of chanda other than Government chanda and of importing, and was fined, in the aggregate, \$600, with the alternative of four months' rigorous imprisonment.

RIVAL CLAIMS TO A HUSBAND.

STORY OF TWO "WIDOWS" AT LONDON INQUEST.

Two women each claimed to have been married to the same man at a Westminster inquest concerning the death of William Thomas Josephus Haycock, a printer, who died of strychnine poisoning at Green-st, Leicester-sq. The jury returned a verdict of "Suicide, but that there was no evidence as to the state of deceased's mind."

Mrs. Sarah Haycock, of Thrale-st, Street-ham, said she was Haycock's widow, but she had not lived with her husband for over 12 years. There had been a separation agreement.

The next witness gave her name as Marion Lawrie Haycock. She said that she married Haycock in 1901, and that the marriage certificate could be produced.

LIZIE HILL OVER £14,000.

Witness: In this certificate the deceased describes himself as a widower of independent means.

"Yes, I understood from him that his first wife died in an asylum. Before our marriage I lent him £4,000, and I thought I might get it back if I married him."

"Did you subsequently become aware that his first wife was still alive?"

"Not for some years. Then he told me his son, or some member of his family, had seen the certificate at Somerset House."

"When was that?"

About two years ago. He then told me he was divorced. I did not know anything until Mr. Haycock came down to a wedding. She was very a 19. She came down with one of her daughters. She was ill and excited, but I tried to comfort her.

"Did she tell you you were not divorced?"

"Yes, she said she was his lawful wife."

"You continued to live with him right up to the time of his death?"

"Yes. Since the time I married him I lent him, or the firm, over £14,000."

Witness also said she insured deceased's life for £1,000, and afterwards for £1,000. Deceased would take scarcely anything at times, but would suddenly break out and drink heavily for two or three days. Haycock had paid strychnine to destroy rats at their Woldingham house.

KISSED HER BEFORE DYING.

Continuing, witness said that on Friday evening deceased drank heavily, and continued to do so until Monday. It had been arranged that that morning she should obtain a loan on some embroidery so as to obtain sufficient money to redeem the furniture from the house at Woldingham.

She went to the pawnbroker, and returned in about half an hour to find deceased leaning over the banister.

He said: "Marion, you have been a long time. Come here, I want to speak to you. Do you know what I have done? I have taken in mistake strychnine instead of salt."

Then he kissed witness, and she tasted something bitter, like lard, on his lips.

Dr. N. Walsley said that as soon as he saw Haycock he diagnosed that it was strychnine poisoning, and treated the case as such. The deceased never suggested that the taking of the poison was a mistake.

VICTORIA RECREATION CLUB.

AQUATIC FETE.

The Bath-House Committee of the V.R.C. have decided to hold another swimming fete on Saturday, the 6th August, commencing at 9 p.m. sharp. It is years since an evening fete was held. The last one, if I remember rightly, was held in September, 1906. Each member will be entitled to take one lady friend only, as space is limited to hold only about six to seven hundred people. Outsiders will have to pay 5s entrance fee. Members bringing more than one lady friend will have to pay 5s for each additional lady. The programme consists of:—1. Two Lengths Handicap. 2. Time Race. 3. Four Lengths Handicap. 4. Life-Saving Race. 5. Eight Lengths Handicap. 6. Towed Race. 7. Diving Race. 8. Water Polo.

BRITISH ENTERPRISE IN OIL

EXPANDING MARKETS.

MOMENTOUS CHANGES WHICH WILL STIMULATE THE PETROLEUM INDUSTRY.

One of the features in the Oil Share Market is the very sectional character of public investment. As yet, the average investor—the term is not an exact one, but it may serve—has hardly begun to think about investing in the shares of companies whose object is petroleum exploitation, and the shares of oil companies quoted on the London Exchange are only bought and dealt in by a limited number of investors and operators. So that the market is confined to narrow limits.

The outlook for oil enterprise, however, is undoubtedly good at the present time, notwithstanding the low prices at which crude oil and its products are now being sold. As to the demand for crude and the prices at which the several descriptions can be bought, it may be noted that anything approaching uniformity is, of necessity, out of the question. The price of crude oil is certain to vary, and to vary very considerably, for two distinct reasons, if not more. There is the local supply and demand, and the world's supply and demand. It is hardly necessary to say that when on a given field some big well is brought in which affords a great addition to the local stock of petroleum the market for some distance around is apt to be abruptly depressed. Indeed, there have been cases when the price of crude in such circumstances has become a misnomer, the difficulty being to avoid the damage and inconvenience caused by, literally, a flood of oil. In the markets of the world the price of crude varies according to the particular quality of the product and the incidence of the distribution and marketing.

EXPANDING MARKETS FOR OIL.

As has been frequently pointed out, the glut of oil in California, though at one time presenting threatening aspects to the producing companies, has been largely overcome by the energetic way in which markets have been found for it as fuel, both on land and at sea. The low price of crude petroleum at the present moment is rather a bull point in the prospects of the industry. It has brought home the fact in the most convincing of all ways to thousands of consumers, and thousands more of possible consumers, that the quantity of petroleum in the world actually won and available is quite unprecedented—that the supply can be drawn from such a wide area and from sources so entirely independent of each other that the permanence of the supply is in no wise jeopardized with more confidence than has ever been the case in the past. We see the result of all this in the use of oil as fuel on a constantly ascending scale, representing values far beyond anything which has ever been seen before, and still expanding at a rapid rate from year to year. It is in Mid-Europe and in North America great railway systems are being run mainly on oil-fuel—more efficiently, more easily and more economically than they could possibly be operated with any other kind of fuel, including even the very best coal.

MANUFACTURED PRODUCTS.

Concerning the manufactured products, from petrol down to residues, the position is altogether a different one, and it must be admitted, not altogether quite so satisfactory from the producer's point of view. Just recently there seems to have been an impression on the London Stock Exchange that the price of petrol has been raised independent of the British duty under the last Finance Bill. This, however, is not the case. The price of petrol to the consumer has of course been increased, as was necessary in the circumstances, but, apart from the duty, so far from the price being raised, it has, if anything, been slightly eased as compared with the quotations before the new impost came into force. It is pretty generally admitted that there is considerable difficulty in graduating petrol under normal conditions, with the markets at their present level, to show any appreciable profit, and a great many refineries are being run on an unremunerative basis, merely because the stress of competition is so great that there is no alternative between operating the plant to just cover expenses or shutting down altogether. But this state of affairs brings in a whole host of questions connected with the rivalry of the different interests in the trade, which are essentially apart from the oil-mining industry as such.

THE IMPORTANCE OF PERSONNEL.

When a newly-found oil deposit is taken in hand by a group of companies, and more or less successfully exploited, the question of the exact price which may be obtained for the oil is, after all, of secondary importance. In a way, there is a certain comparison between the finding of oil and the finding of the precious metals. If they can be found in quantities in ground of sufficient richness, the owners of the mine need not worry overmuch as to fluctuations in market price. The one great thing is to find the oil, of decent quality and in sufficient quantity. And in this matter the conditions under which oil enterprises are now started and got to work are very different from what they were in the early days. Although even yet the most expert oil geologists may be deceived as to appearances, it is now comparatively easy to effectually test an alleged oilfield, and if the deposit is there to get to it quickly, and take all needful precautions in the way of storage and transport. So that on the pioneer side of the subject one may say with confidence that risks are being reduced, and the chances of downright disaster occurring to any well-managed company are substantially less than was the case only a very few years ago. In considering the question of whether a given oil proposition is worth considering as an investment by the outsider, a great deal depends upon an adequate acquaintance with the personnel of the company. This is one of the points where the investor is as yet more (than) not quite in the dark. But the facilities which now exist are such that any would-be investor in Oil shares can, as a matter of fact, acquaint himself without much difficulty. It is, of the more necessary to bear this in mind, as

in the oil industry there is undoubtedly an unpleasantly conspicuous section, consisting of promoters, concession-mongers and share manipulators, whose misdirected energy is occasionally only too successful. The public have a glimmering idea that this is so, and many are disposed to tar everything with the same brush. As a consequence, a great many really golden opportunities are lost.

Without entering into particulars concerning the principal petroleum fields of the world, one may say there are numerous companies operating at this present day that have a magnificent prospect before them. The work on which they have embarked has no royal road to success and their path is certain to reveal unexpected obstacles and difficulties of greater or less seriousness but, admitting that oil-mining is work which always, even under the best conditions, does carry certain peculiar risks, there is a wide choice of undertakings whose position is sufficiently good to attract even the cautious investor. Some of these companies offer an assurance of substantial profit, with perhaps less un-ignorable risks than those connected with the mining of minerals of any other kind under the most favourable conditions.

NEW USES FOR PETROLEUM.

On the marketing side of the business the scope which is opening up for petroleum is so extended and applies to such an immense variety of purposes that it is well-nigh impossible to exhaust the subject, even if it were reduced to schedule form. Detrimental as the competition in both crude and refined oil still is, this much may be said—that in the refining business the keenness with which different interests have sought to extend their operations to create and to nurse any likely market has undoubtedly helped to the solution of many manufacturing problems, and carried forward the work of applying the products to a number of new uses and applications. Taking even the elemental question of fuel, there can be no manner of doubt that, should it turn out that crude oil can be produced in sufficient quantities to in any way meet the demand—and the evidence is accumulating that that will happen—the future use of crude, not only as fuel in furnaces, but as fuel in internal combustion engines, is almost beyond imagination. In certain engineering directions the building of engines expressly for the use of heavy oils to the great advantage is being pushed forward in a very remarkable way. In the opinion of many engineering experts, the oil-engine will, in the near future, displace the steam-engine for all the principal purposes for which the latter is used. Already, in connection with the electrical industry, oil-engines have established a firm position, and have fully justified their introduction.

The feeling of electrical engineers on that subject has entirely changed during the last decade, and the doubts which formerly prevailed as to the reliability and suitability of internal combustion engines for electrical power purposes have practically disappeared. In numerous other directions, oil-engines of great power, running into thousands of horse-power, are now in regular use, and giving entire satisfaction, where only a few years ago nothing but a steam-engine would have been considered for a moment. Not only that, but we are at the beginning of a period when internal combustion engines will displace steam for locomotive power on railways. The experimental stage in this direction is well-nigh over. In this country the few oil-motors actually in use on railway cars, though they are believed to have been quite successful, are of small power, but on the Continent railway trains are being regularly worked with oil-motors, in conjunction with an electric drive. This system is practically certain to make headway, and when the general adoption of oil in this connection takes place it will involve a mechanical revolution of prodigious importance. In short, the world's demand for petroleum in all its varied forms is certain to expand indefinitely, always providing that the world's supply will remain at least for a number of years—a sufficient number of years—adequate and reliable. On that point there are still divergent opinions, but the great majority of oil-men who have had the best opportunities of forming a trustworthy opinion hold to the belief that the deposits of petroleum adapted for commercial exploitation yet to be found will put into the shade everything which has yet been discovered. If this proves to be true, it may be assumed that, within the boundaries of the British Empire there are petroleum deposits of extent which it is impossible even to guess at, but which will figure largely in the future as the basis of world-wide industries, and conduce immensely to the economic development of the Empire.

WORLD-WIDE ACTIVITY.

The facts here briefly alluded to may well be studied with some attention by British investors. And it is a position where proper investigation may be fatal. Among the undertakings shares in which are at the present moment being bought at comparatively low figures are those which may, in the course of the next 12 months, be in a very different position. The activity going on in every coalfield is most notable. In the States one just hears that on the Eastern petroleum field the returns indicate the greatest number of completions recorded so far this year. In West Virginia the record has been broken in the way of development work, and high expectations are encouraged by the remarkable strikes of oil in Louisiana. Although in California there has been a rapid increase in stocks as a result of the enormous output, and the storage is now approximately 25,000,000 barrels, there appears to be no anxiety as to obtaining a market, and storage facilities are being fast extended. On this side of the world the exploitation of the Russian deposits is being pushed forward with great vigour, and it appears certain that the output will grow year by year for an indefinite period. In our own Colonies, an immense amount of work is being done, and in more than one case with the most hopeful results. Altogether, there was never a time when there was such activity in the search for, and the exploitation of, petroleum deposits. Consequently, it follows that the opportunities for discreet investments are numerous, but the advice must be insisted upon, that the investor must be satisfied upon—

COMMERCIAL.

July 27th, 3 p.m.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.

Allagars	6/6
Anglo-Javas	11 1/2
Anglo-Malaya	11 1/2
Belgones	18
Bata Tigris	—
Bontams	—
Bukit Kajangs (pp.)	63/4
Bukit Rajangs	—
Carey Uniteds	26/4 prem.
Castlefields	120/4
Changkat Serdangs	114
Cheras (part paid)	113
Da (fully paid)	116
Damassars	167/5
Eastern Internationals	28/4 prem.
Fed. Selangors	—
Glencahys	32/50
Glenbials	—
Golcondas	130/4
Golden Hopes	—
Highlands and Lowlands	120/4
Indragiris	115 1/2
Joch Kenneths	—
Jequies	—
Jonglandors	—
Kamunings	6/6 prem.
Kuala Lumpurs	192/6
Lanadrons (fully paid)	—
Lanadrons (ppd.)	—
Labus	—
Ledburys	80/4
Luggies	57/3
London Asiatics	14/6
London Ventures	7/4
Merrimaus	8/4
Pajamas	117
Pegohs	38/4
Rubber Trusts	35/4 prem.
Sagbas	330/4
Sandycrofts	535 cum div.
Sapongs	—
Seafields	—
Sekongs	31/6 prem.
Shelfords	177/6
Singapore & Johores	116
Sumatra Paras	115/4
Sungel Chohs	112/4
Sungel Kapars	116/3
Tandjongs	50/4 prem.
Tangkabs	23/6 prem.
Tosangle	2/4 prem.
Ulu Rants	—
United Serdangs	126/4
United Singapore	51
United Sumatras	111/4
United Langkats	83/4
Para Rubber	9/3

DIVIDENDS AND REPORTS.

Penang, July 26.
A special London cable states that the Poyo Rubber estate has declared a dividend of ten per cent.
The Eastern International Trust declares a two shilling dividend, writes off preliminary expenses and carries forward 216,427.
Vallambros report states that its rubber, fetched an average of 8 1/2 and was produced at a cost of 11 1/2 per pound.
The profit for the year was 2126,984. There is carried forward 215,673.
The estimate of this year's crop is 425,600 lbs.

VALUABLE CARGO SEIZED.

FALSE DECLARATION OF WEIGHT.

Papers in the case of Lam Song Wan, a Chinese merchant of Hilo, whose shipment of 20,000 worth of rice, salt and soap was confiscated at that port, have reached Collector of Customs McCoy from Edward C. Crick, acting collector at Hilo, says the *Manila Times*.
For several months the customs authorities have been watching certain Chinese firms in Hilo who have been suspected of systematically falsifying values and weight on shipments received at that port.
For a long period these firms have just kept within the law, and have declared weights that have been only really 8 or 9 per cent more than the scales showed.

The law which will allow confiscation prescribes that confiscation can only be made where the weights of values are at least 10 per cent more than the declared amounts.
After the seizure in this case, which virtually amounts to a fine, eleven Chinese firms in Hilo went voluntarily to the customs authorities and admitted that they had falsified weights and values on all their shipments that had arrived on the steamer *Hainan*.
Chief Wilson, of the service bureau of the customs at Manila, and Mr. Cook, special customs agent, are now in Hilo investigating charges brought against the firms and other cases of a similar nature that have been under investigation at that report.

Events Coming.

Wednesday, 27th July.
Band Concert, Public Gardens, 9 p.m.
Friday, 29th July.
Auction sale, valuable leasehold property, Hughes and Knight, 3 p.m.
Saturday, 30th July.
Wm. Powell's meeting, at noon.
Monday, 1st August.
Bank holiday.
Tuesday, 2nd August.
Land Sale of Crown land McDonnell Road, at P.W.D., 3 p.m.
Wednesday, 3rd August.
Meeting, Licensing Board, 2.15 p.m.
Thursday, 4th August.
Legislative Council meeting, 2.30 p.m.
Saturday, 6th August.
Cymkhana Race Course.
Tuesday, 9th August.
Hongkong, Canton and Macao Steamboat Co.'s half-yearly meeting, noon.

Today's Advertisements.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1872, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, 1st August.
Hongkong, 26th July, 1910.

IN THE MATTER OF THE COMPANIES' ORDINANCE, 1865,
AND
IN THE MATTER OF THE VIENNA CAFE CO., LTD. (in Liquidation).

DIVIDEND OF 57 PER CENT.

NOTICE is hereby given that a First and Final Dividend of 57 per cent. has been declared in this matter, and that the same may be received at the Office of Messrs. LOWE, BINGHAM & MATTHEWS, St. George's Building, Hongkong, on the 3rd day of August, 1910, or any subsequent date between the hours of 10 A.M. to 1 P.M. On applying for payment Creditors must produce the NOTICE posted to them together with Security held by them (if any).
A Statement showing the amount available for Unsecured Creditors has been posted to those Creditors whose claims have been admitted.

A. R. LOWE, C.A.,
Liquidator.

Hongkong, 27th July, 1910.
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo, impeding the discharge or remaining on board after 4 P.M., the 19th inst., will be landed at Consignee's risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 27th July, 1910.

FROM EUROPE.

THE H. A. L. Steamship

"SAXONIA,"
Captain Bihle, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd August, at 3 P.M.
No Fire Insurance will be effected by us in any case whatsoever.

THE STEAMER BRINGS ON CARGO
Ex S.S. *Pennsylvania* from New York.
"Sines" from Suez.
"Rita" from Hongkong.

HAMBURG-AMERIKA LINIE.
Hongkong Office.
Hongkong, 27th July, 1910.

"KING OF THE SOUTH SEAS."

MR. H. WALHALEN MISSING.

The *Callinan American* of 24th inst. says:—
The steamship *Prinz Waldemar*, which arrived yesterday brought the news of the disappearance of Henry Walhalea of Maroo, Hermit Islands. It appears that Mr. Walhalea left early last June in a small sailing vessel together with four other Germans and about fifteen natives for the purpose of exploring the neighbouring smaller islands for phosphate deposits.
At the time the *Prinz Waldemar* called at Maroo, on July 14, Walhalea's secretary, fearing that an accident had befallen the party, requested the captain of the steamer to call at some of the islands en route to Yap to ascertain the whereabouts of the party.
Inquiry at Dourou Island showed that Walhalea and his party had left there on June 13 for Allison Island. At the latter place the natives said that nothing had been seen of them there.
Rudolph Walhalea, at present in Europe, was notified by cable from Yap, as it is feared that an accident has occurred to the schooner and hope is practically abandoned of their being found. Mr. Rudolph Walhalea is the owner of the Hermit Islands and is fact of 125 islands in the South Seas of which the principal industry is copra. Just before leaving for Europe recently he consummated the purchase of the Forsyth family interests in the South Seas for a price in the neighbourhood of a million dollars. He may be said to be entitled the "King of the South Seas."

THE OPIUM TRADE.

NEXT YEAR'S SALES.

It is notified that (1) in the calendar year 1911 not more than 3,440 chests of Bengal opium will be offered for sale and not more than 2,630 chests in each month of the year; (2) that of the quantity to be offered for sale each month, not more than 1,300 chests will be Bengal opium and not more than 2,630 chests Patna opium; (3) that no reduction will be made in these quantities without previous notice.
Sims, July 3.

No further news has been received from home regarding the opium situation in China. Negotiations are proceeding, but no conclusion has been reached. The next sale fixed for the 6th instant will take place as usual and the Government of India have no intention to countermand it.

Today's Advertisements.

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to sell by PUBLIC AUCTION,

on THURSDAY, the 11th day of August, 1910, at 3 o'clock in the afternoon, at his Sale Room in Duddell Street, Victoria, Hongkong,

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY, situated at Victoria aforesaid, viz.:—
ALL THAT PIECE OR PARCEL OF GROUND situated at Victoria aforesaid registered in the Land Office as INLAND LOT No. 107. Together with the messuages thereon known as Nos. 39, 41, 43, 45 and 47, Hollywood Road and Nos. 45, 50, 52, 54, 56, 58, 60 and 62, Lyndhurst Terrace. Area 9,854 square feet. Term 999 years from 11th May, 1852. Annual Crown rent £25.

The Purchaser of the property can obtain an advance on Mortgage thereof to the extent of \$100,000 on application to Messrs. Johnson, Stokes and Master, the Vendor's Solicitors.

For further particulars and conditions of sale, apply to
Messrs. JOHNSON, STOKES & MASTER,
Princes Buildings, Ice House Street, Solicitors for the Vendor,
or to
MR. GEO. P. LAMBERT,
the Auctioneer.
Hongkong, 27th July, 1910.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "WELSH PRINCE"
FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on and August, at 4.30 P.M.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd August, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th August, or they will not be recognized.
No Fire Insurance has been effected.
ARNHOLD KARBURG & Co.,
Agents.
Hongkong, 27th July, 1910.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ LUDWIG,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd of August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of August, at 9.30 A.M.
All Claims must reach us before the 6th of August, 1910, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

THIS STEAMER BRINGS CARGO.
Ex S.S. *Calisto* from Venice.
"Cabo Pass" from Sevilla.
Transhipped at Port Said.
NORDDEUTSCHER LLOYD,
MELBOURNE & Co.,
General Agents.
Hongkong, 26th July, 1910.

Intimations.

KIDNEYS.
AUSTRALIAN SHEEP'S
KIDNEYS.
at 60 cents per doz.
THE
DAIRY FARM CO.,
LIMITED.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS." These Celebrated waters are used in the manufacture of our beer.

Purity guaranteed.
Note Price List—
"ASAHI" & "SAFFORO"

Beer.

per case a doz. 1/10

12.00

per case 8 doz. 1/10

12.50

(To be obtained at all Retailers.)

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms.

THE
CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertakes and Executes. SHEWAN, TOMES & Co., General Managers.

Hongkong, 26th March, 1908.

SAVE YOUR HEALTH

In drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty

of Medicine.

Large Bottles 50.30

Dosen 3.25

Case 50 Bottles 11.50

50 " 13.30

SOLE AGENTS:

"FRENCH STORE"

Hongkong, 18th July, 1910.

"KING EDWARD VII." WHISKY.



This Whisky is from the Distillers Company, Limited, of Scotland, and is one of their most famous Brands.

The Whiskies of the Distillers Company, Limited, are noted all the World over for their superior quality, and for their mellowness and maturity.



SOLE AGENTS,

H. PRICE & COMPANY, LTD.,

12, Queen's Road Central.

Hongkong

Telephone No. 115.

Hongkong, 27th July, 1910.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the inland sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration)

From Hongkong.	From Quebec.
"EMPERESS OF JAPAN" SATURDAY, AUGUST 6TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPERESS OF CHINA" TUESDAY, AUGUST 16TH.	"EMPERESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPERESS OF INDIA" SATURDAY, AUGUST 27TH.	"ALLAN LINE" FRIDAY, SEPT. 23RD.
"EMPERESS OF JAPAN" SATURDAY, SEPT. 17TH.	"EMPERESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPERESS OF JAPAN" SATURDAY, OCT. 8TH.	
"MONTEAGLE" TUESDAY, NOV. 8TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 71/10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Thereon, Passengers are allowed Stop over privileges at the various ports of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 71/10/-

Via New York 71/10/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SGAPORE, PENANG & CALOUTTA	NAMSANG*	THURSDAY, 28th July, Noon.
MANILA	YUENSANG	FRIDAY, 29th July, 4 P.M.
TIENSIN VIA WEIHAWEI	CHONGSHING	SUNDAY, 31st July, Daylight.
SHANGHAI	KWONGSANG	SUNDAY, 31st July, Daylight.
MANILA	LOONGSANG	FRIDAY, 5th Aug, 4 P.M.
SHANGHAI, KOBE & MOJI	FOOKSANG†	FRIDAY, 19th Aug, Noon.

RETURN TOURS TO JAPAN (Occupying 14 Days).

The steamers *Kwong Sang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,

Telephone No. 215.
Hongkong, 27th July, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To	SAU.
SHANGHAI	"CHINHUA"	28th July	4 P.M.
AMOI, CHEFOO & NEWCHWANG	"PAOING"	28th	4 P.M.
SHANGHAI	"ANHU"	31st	Daylight.
MANILA	"TEAN"	2nd Aug.	3 P.M.
TIENSIN	"KORICHOW"	and	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, twice Weekly.

S.S. "LINTAN" and S.S. "SANGI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenai*, *Lintan*, *Chinchen*).

With excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$90 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Telephone No. 16.
Hongkong, 27th July, 1910.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ROBI	2540	R. Rodger	MANILA	SATURDAY, 30th July, at Noon.
ASIRO	2540	A. Fraser	"	SATURDAY, 6th Aug., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO.,

General Managers.

Hongkong, 27th July, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU"..... Capt. I. Goto	6,182	WED'DAY, 10th Aug., at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU"..... Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated MIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA
SERVICE.

For	Steamers	Leaves
ANPING via SWATOW and AMOI	"JOSHIN MARU"..... Capt. Y. Yamamoto	WEDNESDAY, 3rd Aug., at 10 A.M.
SHANGHAI via SWATOW, AMOI and FOOSHOW	"BUJUN MARU"..... Capt. Y. Fushio	THURSDAY, 4th Aug., at 10 A.M.
TASMU v. SWATOW & AMOI	"DAIGI MARU"..... Capt. H. Murayama	SUNDAY, 31st July, at 10 A.M.

Special Reduction of 20 % will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins MIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 4, Queen's Buildings.

Hongkong, 25th July, 1910.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAGI MARU, Capt. M. Hagino, Tons 7000 WAKASA MARU, Capt. N. Nishino, Tons 7000 ATSUTA MARU, Capt. Wm. Thomas, Tons 9000	WED'DAY, 3rd Aug., at Daylight. THURSDAY, 4th Aug., at 4 P.M. WEDNESDAY, 17th Aug., at Daylight.

VICTORIA, B.C. & SEATTLE {S. KAMAKURA MARU, Capt. J. Nago, Tons 7000 {SATURDAY, 13th Aug. From KOBE.

VICTORIA, B.C. & SEATTLE {S. TAMBA MARU, Capt. K. Sato, Tons 7000 {TUESDAY, 16th Aug., at 4 P.M.
KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA {S. AWA MARU, Capt. S. Ishikawa, Tons 7000 {TUESDAY, 15th Sept., at 4 P.M.

SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE {HIKIO MARU, Capt. M. Vagi, Tons 6000 {FRIDAY, 5th Aug., Noon.
KUMANO MARU, Capt. M. Winkler, Tons 6000 {FRIDAY, 2nd Sept., at Noon.

SHANGHAI, MOJI & KOBE {I. COLOMBO MARU, Capt. E. Combes, Tons 5000 {WEDNESDAY, 3rd Aug.

NAGASAKI, KOBE and YOKOHAMA {KUMANO MARU, Capt. M. Winkler, Tons 6000 {WEDNESDAY, 3rd Aug., at Noon.

KOBE AND YOKOHAMA {MIYAZAKI MARU, Capt. T. Murai, Tons 9000 {THURSDAY, 4th Aug., at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class.....	\$120	\$110	\$100	\$90
2nd ".....	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PENANG, GUY, CONTINENTAL, AFRICA
AND SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE,"
Capt. Owen Jones, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 6th August, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 9,505 tons, from Colombo, Passengers' accommodation in which vessel is superior before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya*, due in London on 18th September, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
A. A. HEWITT,
Superintendent.
Hongkong, 25th July, 1910.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY:
S.S. "GHAZEE".....On 30th Inst.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 6th July, 1910.

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HONGKONG-BOSTON AND
NEW YORK.AMERICAN-ASIATIC STEAMSHIP
COMPANY.

FOR BOSTON AND NEW-YORK VIA
PORTS AND SUEZ CANAL.
(With liberty to call at the Malabar Coast.)

S.S. "WRAZE CASTLE" On or about 6th August, 1910.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 12th July, 1910.

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"SHIRE" LINE OF STEAMERS,
LIMITED.

FOR LONDON, ROTTERDAM AND
ANTWERP.

THE Steamship

"CARDIGANSHIRE,"
Captain W. O. Tyers, will be despatched as above on or about 13th August.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.

Hongkong, 25th July, 1910.

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THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all
Overland Common Points in the United
States of America and Canada, and also
for the principal ports in Mexico, and
Central and South America.

PROPOSED SAILINGS FROM HONGKONG
FOR
VICTORIA, VANCOUVER, B.C., TACOMA
AND SEATTLE VIA
SHANGHAI, MOJI, KOBE AND
YOKOHAMA

Steamer	Tons	Captain	On about
<i>Suenio</i>	6,332	F. S. Cowley	21st Aug.
<i>Redhill</i>	3,889	H. E. Dowell	23rd Aug.
<i>Oceanic</i>	4,057	F. W. Davies	27th Sept.
<i>Kumano</i>	6,231	G. B. McGill	20th Oct.
<i>Aymorio</i>	4,595	J. Boyd	20th Oct.

* Calling at Amoy and Keelung.

These steamers are specially fitted for the carriage of Asiatic Storage passengers, PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 27th July, 1910.

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Consignees.

NORDDEUTSCHER LOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st of August, at 9.30 A.M.

All claims must reach us before the 5th of August, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THIS STEAMER BRINGS CARGO:—

Ex s.s. *Lothringen* from Adelaide.

NORDDEUTSCHER LOYD,

MELBOURNE & CO.,

General Agents.

Hongkong, 25th July, 1910.

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APCAR LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING,"
Consignees of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left in the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to rent.

No Fire Insurance has been effected.

Consignees of Calcutta Cargo are requested to sign General Average Bond before taking delivery of their cargo.

Bills of Lading will be countersigned by
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 23rd July, 1910.

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NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE,"
FROM BOMBAY, COLOMBO AND
ST. ITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. *Marmora*.

From Calcutta, ex s.s. *Nyanai*.

From Persia, Gulf, ex B. I. S. N. and B.

& P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 27th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 21st July, 1910.

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Intimations

NEW SHOP!

JUST OPENED!!

DO NOT MISS LOOKING AT

OUR WONDERFUL SELEC-

TIONS OF

RARE JEWELS,

